

CLASSIFIED MESSAGE

DATE

1948Z 11 JUL 62

~~SECRET~~

TO : DIRECTOR

FROM :

ACTION: OSA (1-2-3-4-5-6-7-8-9-10)

INFO : S/C (11)

NJF

TOR: 2015Z 11 JUL 62

EO 12958-3.3(b)(1)>25 yrs
(N)

ROUTING	
1	4
2	5
3	6

CE19C

OPERATIONAL-IMMEDIATE

IN 42248

TO OPIM

INFO

CITE

5335

OXCART

EYES ONLY KIEFER, BEERLI, PARANGOSKY FROM NE NELSON.

FLIGHT 24 AIRBORNE AT 0730 JULY 11 1962, DURATION 2 HOURS 4 MINUTES. BILL PARK PILOT. OBJECTIVE REFUELING OF A-12 WITH KC-135 TANKER. TAKE-OFF MADE AT 85,000 LBS IN AB WITH WATER FOLLOWED BY CLIMB OUT TO 28,000 FEET ON AB.

FIVE CONTACTS WERE MADE WITH TANKER AND ALL WERE SUCCESSFUL HOOK-UPS. THE FIRST TWO WERE DRY AND FUEL WAS TRANSFERRED ON THE LAST THREE. A-12 TOOK 8000 LBS, 5000 LBS, AND 5000 LBS ON LAST THREE. THE LONGEST HOOK-UP WAS NUMBER 3 WHICH LASTED 2 MINUTES 45 SECONDS. FUEL WAS TRANSFERRED AT ^{600 gpm} 3400 LBS PER MINUTE AT 50 PSI. HOOK-UPS WERE MADE AT 28,000 FEET AND M ^{60 gpm} .8 EXCEPT FOR NBR 4 WHICH WAS DONE AT M .68. FROM THIS IT WAS DETERMINED THAT M.8 IS BETTER THAN .68 FROM OVERALL STANDPOINT.

DURING ONE REFUELING OPERATION A 30 DEGREE RIGHT TURN WAS MADE WITH ONLY A 6 DEGREE DRIFT IN AZIMUTH AND MAXIMUM OF 15 FT EXTENSION OF THE BOOM.

APPROVED FOR RELEASE
DATE: AUG 2007

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TANKER CREW AND GENERAL YANCEY STATED THAT THIS WAS AS NICE AN AIRCRAFT AS THEY HAVE EVER REFUELED. VERY STABLE AND CONTROLLABLE. THERE ARE NO PROBLEMS FROM THE TANKER OR BOOM OPERATOR STANDPOINT.

THERE IS A DEFINITE PROBLEM OF VISIBILITY FROM THE A-12 HOWEVER, AND KELLY JOHNSON STATED THAT LAC WILL PUT IN AN ADJUSTABLE SEAT AND STUDY AN IMPROVEMENT OF VISION AREA THRU THE WINDSHIELD.

LAC STATED THAT RESULTS AND STUDY TO DATE SHOW A PREFERRED REFUELING ALTITUDE OF 25,000 TO 35,000 FT AT A SPEED OF M .8. THEY ALSO FEEL THAT A DESCENDING REFUELING OPERATION WILL BE DESIRABLE AT 250 TO 300 FEET PER MIN.

THE SAME PROGRAM IS SCHEDULED FOR JULY 12 WITH AN INCREASE OF FUEL TRANSFER RATE FROM 3400 TO ¹⁰⁰⁰⁻²⁰⁰⁰ 6800 LBS PER MINUTE. IN ADDITION A DESCENDING REFUELING OPERATION WILL BE TRIED.

END OF MESSAGE

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